

S T A T E M E N T

23 November 1955

Flight Service informed Nellis dispatcher (S/Sgt Vance C. Knutson, AF17345810) that flight was classified and that no information would be released. Lt. Piper was told this and what information he had was held up and he was given no more. Flight service was asked how many people were aboard the aircraft and what sort of markings the aircraft carried. Flight Service would not give us the number, but said it was a MATS aircraft with red wing tips and tail. Watertown was on the line and Maj Voyles said the aircraft had 8 passengers and 4 crew members. This later turned out to be wrong as there were 14 persons aboard.

When the Nellis helicopter was alerted Watertown requested that one of their people be allowed to go along for security. After Lt. Gilbert figured up his weight and balance he decided he could safely take one person and that would be the flight surgeon. Watertown then told us that if the helicopter reached the crash and on arriving found no one was alive, to not touch anything and return to Indian Springs and pick up their security. Watertown would return the flight surgeon to Nellis. After the helicopter was airborne Maj Manch came in and told the dispatcher to have the helicopter to return to Nellis because of gusty winds and bad weather at the Charleston Peak. The tower was informed and the helicopter returned.

Col. Mixon of Watertown arrived at 1707 and Capt. Ryland of Air Rescue arrived at 1740. They then took charge.

Vance C. Knutson
VANCE C KNUTSON
S/Sgt USAF
Dispatcher